



City of Seattle

Department of Planning and Development

Diane M. Sugimura, Director

CITY OF SEATTLE ANALYSIS AND DECISION OF THE DIRECTOR OF THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 3013977
Applicant Name: Craig Belcher
Address of Proposal: 2015 Airport Way South

SUMMARY OF PROPOSED ACTION

Land Use Application to allow a 75,000 sq. ft. 3-level parking garage (including rooftop parking) for 306 vehicles. Surface parking for 104 vehicles also to be provided. Parking is accessory to Mercedes Benz of Seattle. A car wash will be located on the first level of the parking garage. Project also includes 1,200 cu. yds. of grading. Existing structure to be demolished.

Seattle Municipal Code (SMC) requires the following approvals:

SEPA - Environmental Determination - Chapter 25.05, Seattle Municipal Code.

SEPA DETERMINATION: ☐ Exempt ☐ DNS ☐ MDNS ☐ EIS
☒ DNS with conditions
☐ DNS involving non-exempt grading or demolition
or another agency with jurisdiction.

BACKGROUND DATA

Site Location and Zoning Designations

The project is located on the west side of Airport Way S, between S Holgate Street and S Walker Street. The site is in the Duwamish Manufacturing/Industrial Area, about two miles south of downtown Seattle. 8th Avenue S borders the property to the west. To the south, an addition to the Phil Smart Mercedes dealership currently is under construction. The property is within a General Industrial 2 zone with an 85-foot height limit (IG2-U/85).

Vicinity Description

The IG2-U/85 zoning continues north and south of the site. Land zoned General Industrial 1 with an 85-foot height limit (IG1-U/85) is located west of the subject property. On the east side of Interstate 5, several hundred feet east of the site, property is zoned Single Family 5000 (SF 5000). The surrounding area includes a mix of light industrial, warehouse, and commercial activities. Surrounding uses include the Washington State Patrol Crime Laboratory to the south (across S Walker Street), a surface parking lot to the southwest used by the Seattle Police Department for impound storage (8th Avenue S also is used for impound storage), the former Oberto's warehouse to the north, and various one-story automotive repair and tool repair uses on the east side of Airport Way S.

Proposal Description

The proposed project would construct a new three-story (four-tier) parking garage, with a car wash located on the ground floor. The usable garage floor area would be approximately 110,000 square feet, including a rooftop parking area. About 410 parking spaces would be provided. The project also involves demolition of an existing 24,379 auto service building.

Public Comments

The SEPA comment period for this project ended on November 28, 2012; no comments were received.

ANALYSIS - SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the Washington State Environmental Policy Act (SEPA), WAC 197-11, and the Seattle SEPA Ordinance (SMC Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant and dated August 31, 2012, and annotated by this Department. The information in the checklist, supplemental information provided by the applicant and the experience of the lead agency with review of similar projects form the basis for this analysis and decision. As indicated in the checklist, this action may result in adverse impacts to the environment. However, due to their temporary nature or limited effects, these impacts are not expected to be significant.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority. The Overview Policy states in part: "where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation," subject to some limitations. Under certain

limitations/circumstances (SMC 25.05.665 D 1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is considered appropriate, and is provided below.

Short-term (construction-related) Impacts

The following temporary or construction-related impacts are expected during the construction period: temporary soil erosion; displacement of ground water; decreased air quality due to increased dust and other suspended air particulates during excavation, filling, and transport of materials to and from the site; increased noise and vibration from construction operations and equipment; increased traffic and parking demand from construction personnel traveling to and from the work site; consumption of renewable and non-renewable resources; disruption of utilities serving the area; and conflict with normal pedestrian movement adjacent to the site. Compliance with applicable code and ordinances will reduce or eliminate most adverse short-term impacts to the environment. These include the Stormwater Code (SMC 22.800-808), the Grading Code (SMC 22.170), the Noise Control Ordinance (SMC 25.08), the Street Use Ordinance (SMC Title 15), and the Seattle Building Code. Puget Sound Clean Air Agency (PSCAA) regulations require control of fugitive dust to protect air quality.

Greenhouse Gas Emissions: Construction activities including construction worker commutes, truck trips, the operation of construction equipment and machinery, and the manufacture of the construction materials themselves result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project. No conditioning or mitigation is warranted pursuant to specific environmental policies or the SEPA Overview Policy (SMC 25.05.665).

Long-term (operational) Impacts

Long-term or use-related impacts are anticipated as a result of this proposal, including increased building bulk and scale on the site; increased demand for public services and utilities; and increased light and glare. Compliance with applicable codes and ordinances will reduce or eliminate most adverse long-term impacts to the environment.

Earth

The proposal site is located in a liquefaction area due to the presence of loose, fine-grained soils and a relatively shallow groundwater table. A geotechnical report (Earth Solutions NW, December 20, 2011) was submitted and reviewed by DPD's Geotechnical Engineer. The report characterizes the liquefaction susceptibility of the upper fill deposits as moderate to high, based on conditions encountered at the boring locations. The report indicates that the use of pile support for new foundations and improved soil conditions within new construction areas will adequately mitigate the potential for liquefaction-induced settlement.

The building permit will include structural details related to the liquefaction characteristics of the site. No SEPA conditions are warranted.

Greenhouse Gas Emissions

Operational activities are expected to result in increases in carbon dioxide and other greenhouse gas emissions which adversely impact air quality and contribute to climate change and global warming. While these impacts are adverse, they are not expected to be significant due to the relatively minor contribution of greenhouse gas emissions from this project.

Traffic and Parking

The project will construct a new three-story, four-tier parking garage with a carwash on the ground floor. The building is expected to provide parking spaces for approximately 410 vehicles. These spaces would be used as vehicle storage for the adjacent Mercedes Benz dealership. This project, combined with the adjacent development to the south (MUP #3012412), would increase the on-site car storage by approximately 200 vehicles. Providing these additional parking spaces on site is expected to result in about 50 fewer daily vehicle trips, as fewer vehicles will need to be transferred back and forth from off-site parking lots to the auto dealership. The project is expected to result in a slight overall decline in area traffic volumes. No adverse traffic or parking impact is expected from the project.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 2C.

[] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030 2C.

CONDITIONS - SEPA

None.

Signature: _____ (signature on file) Date: May 27, 2013
John Shaw, Senior Transportation Planner
Department of Planning and Development

JS:bg

Shaw/3013977 decision.doc